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HOUSE BILL 2048

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State of Washington                      57th Legislature                      2001 Regular Session

By Representatives Cooper, Hurst, Murray and Lovick

Read first time 02/13/2001. Referred to Committee on Transportation.

1            AN ACT Relating to providing additional criteria in priority  
2 programming for highway development, multimodal transportation  
3 planning, and the transportation improvement board program and project  
4 selection; and amending RCW 47.05.051, 47.06.040, and 47.66.040.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6            **Sec. 1.** RCW 47.05.051 and 1998 c 175 s 12 are each amended to read  
7 as follows:

8            The comprehensive six-year investment program shall be based upon  
9 the needs identified in the state-owned highway component of the  
10 statewide multimodal transportation plan as defined in RCW 47.01.071(3)  
11 and priority selection systems that incorporate the following criteria:

12            (1) Priority programming for the preservation program shall take  
13 into account the following, not necessarily in order of importance:

14            (a) Extending the service life of the existing highway system;

15            (b) Ensuring the structural ability to carry loads imposed upon  
16 highways and bridges; and

17            (c) Minimizing life cycle costs. The transportation commission in  
18 carrying out the provisions of this section may delegate to the

1 department of transportation the authority to select preservation  
2 projects to be included in the six-year program.

3 (2) Priority programming for the improvement program shall take  
4 into account the following, not necessarily in order of importance:

5 (a) Support for the state's economy, including job creation and job  
6 preservation;

7 (b) The cost-effective movement of people and goods;

8 (c) Accident and accident risk reduction;

9 (d) Protection of the state's natural environment;

10 (e) Continuity and systematic development of the highway  
11 transportation network;

12 (f) Consistency with local comprehensive plans developed under  
13 chapter 36.70A RCW;

14 (g) Consistency with regional transportation plans developed under  
15 chapter 47.80 RCW;

16 (h) Public views concerning proposed improvements;

17 (i) The conservation of energy resources;

18 (j) Feasibility of financing the full proposed improvement;

19 (k) Commitments established in previous legislative sessions;

20 (l) Relative costs and benefits of candidate programs;

21 (m) Major projects addressing capacity deficiencies which  
22 prioritize allowing for preliminary engineering shall be reprioritized  
23 during the succeeding biennium, based upon updated project data.  
24 Reprioritized projects may be delayed or canceled by the transportation  
25 commission if higher priority projects are awaiting funding; ((and))

26 (n) Major project approvals which significantly increase a  
27 project's scope or cost from original prioritization estimates shall  
28 include a review of the project's estimated revised priority rank and  
29 the level of funding provided. Projects may be delayed or canceled by  
30 the transportation commission if higher priority projects are awaiting  
31 funding;

32 (o) Support for development in and revitalization of existing  
33 downtowns;

34 (p) Extent that development implements local comprehensive plans  
35 for rural and urban residential and nonresidential densities;

36 (q) Extent of compact, transit-oriented development at appropriate  
37 residential and nonresidential densities; and

38 (r) Feasibility of multimodal transportation.

1 (3) The commission may depart from the priority programming  
2 established under subsections (1) and (2) of this section: (a) To the  
3 extent that otherwise funds cannot be utilized feasibly within the  
4 program; (b) as may be required by a court judgment, legally binding  
5 agreement, or state and federal laws and regulations; (c) as may be  
6 required to coordinate with federal, local, or other state agency  
7 construction projects; (d) to take advantage of some substantial  
8 financial benefit that may be available; (e) for continuity of route  
9 development; or (f) because of changed financial or physical conditions  
10 of an unforeseen or emergent nature. The commission or secretary of  
11 transportation shall maintain in its files information sufficient to  
12 show the extent to which the commission has departed from the  
13 established priority.

14 (4) The commission shall identify those projects that yield freight  
15 mobility benefits or that alleviate the impacts of freight mobility  
16 upon affected communities.

17 **Sec. 2.** RCW 47.06.040 and 1998 c 199 s 1 are each amended to read  
18 as follows:

19 The department shall develop a statewide multimodal transportation  
20 plan under RCW 47.01.071(3) and in conformance with federal  
21 requirements, to ensure the continued mobility of people and goods  
22 within regions and across the state in a safe, cost-effective manner.  
23 The statewide multimodal transportation plan shall consist of:

24 (1) A state-owned facilities component, which shall guide state  
25 investment for state highways including bicycle and pedestrian  
26 facilities, and state ferries; and

27 (2) A state-interest component, which shall define the state  
28 interest in aviation, marine ports and navigation, freight rail,  
29 intercity passenger rail, bicycle transportation and pedestrian  
30 walkways, and public transportation, and recommend actions in  
31 coordination with appropriate public and private transportation  
32 providers to ensure that the state interest in these transportation  
33 modes is met.

34 The plans developed under each component must be consistent with  
35 the state transportation policy plan and with each other, reflect  
36 public involvement, be consistent with regional transportation  
37 planning, high-capacity transportation planning, and local  
38 comprehensive plans prepared under chapter 36.70A RCW, and include

1 analysis of intermodal connections and choices. A primary emphasis for  
2 these plans shall be the relief of congestion, the preservation of  
3 existing investments and downtowns, ability to attract or accommodate  
4 planned population, and employment growth, the improvement of traveler  
5 safety, the efficient movement of freight and goods, and the  
6 improvement and integration of all transportation modes to create a  
7 seamless intermodal transportation system for people and goods.

8 In the development of the statewide multimodal transportation plan,  
9 the department shall identify and document potential affected  
10 environmental resources, including, but not limited to, wetlands, storm  
11 water runoff, flooding, air quality, fish passage, and wildlife  
12 habitat. The department shall conduct its environmental identification  
13 and documentation in coordination with all relevant environmental  
14 regulatory authorities, including, but not limited to, local  
15 governments. The department shall give the relevant environmental  
16 regulatory authorities an opportunity to review the department's  
17 environmental plans. The relevant environmental regulatory authorities  
18 shall provide comments on the department's environmental plans in a  
19 timely manner. Environmental identification and documentation as  
20 provided for in RCW 47.01.300 and this section is not intended to  
21 create a private right of action or require an environmental impact  
22 statement as provided in chapter 43.21C RCW.

23 **Sec. 3.** RCW 47.66.040 and 1995 c 269 s 2606 are each amended to  
24 read as follows:

25 (1) The transportation improvement board shall select programs and  
26 projects based on a competitive process consistent with the mandates  
27 governing each account or source of funds. The competition shall be  
28 consistent with the following criteria:

- 29 (a) Local, regional, and state transportation plans;
- 30 (b) Local transit development plans; and
- 31 (c) Local comprehensive land use plans.

32 (2) The following criteria shall be considered by the board in  
33 selecting programs and projects:

- 34 (a) Objectives of the growth management act, the high capacity  
35 transportation act, the commute trip reduction act, transportation  
36 demand management programs, federal and state air quality requirements,  
37 and federal Americans with disabilities act and related state  
38 accessibility requirements; ((and))

1 (b) Energy efficiency issues, freight and goods movement as related  
2 to economic development, regional significance, rural isolation, the  
3 leveraging of other funds including funds administered by this board,  
4 and safety and security issues; and

5 (c) Land use implications such as whether the programs and  
6 projects:

7 (i) Support development in and revitalization of existing  
8 downtowns;

9 (ii) Implement local comprehensive plans for rural and urban  
10 residential and nonresidential densities;

11 (iii) Have land use planning and regulations encouraging compact  
12 development at appropriate residential and nonresidential densities;  
13 and

14 (iv) Promote use of multimodal transportation.

15 (3) The board shall determine the appropriate level of local match  
16 required for each program and project based on the source of funds.

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